The Government Role in Developing the Clean and Efficient Future Car



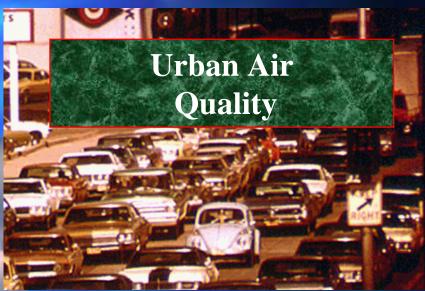
2000 Future Car Congress April 5, 2000



Charles L. Gray, Jr. U.S. Environmental Protection Agency

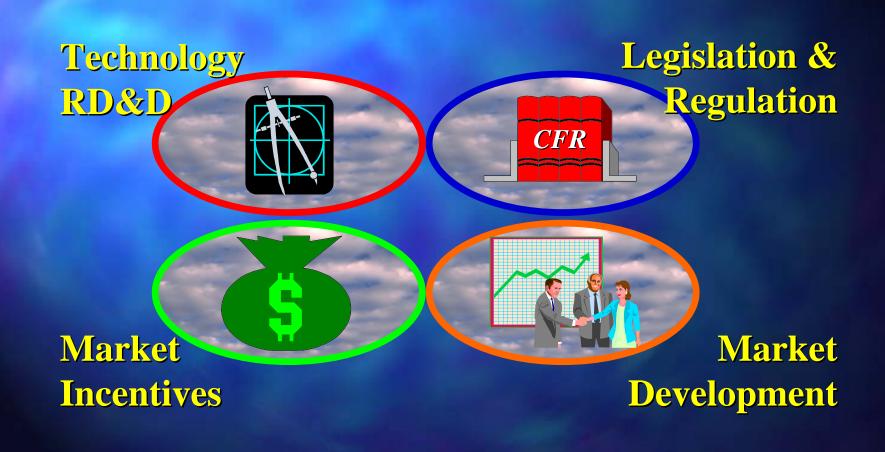
A Trio of Issues for the Future Car

Climate Change



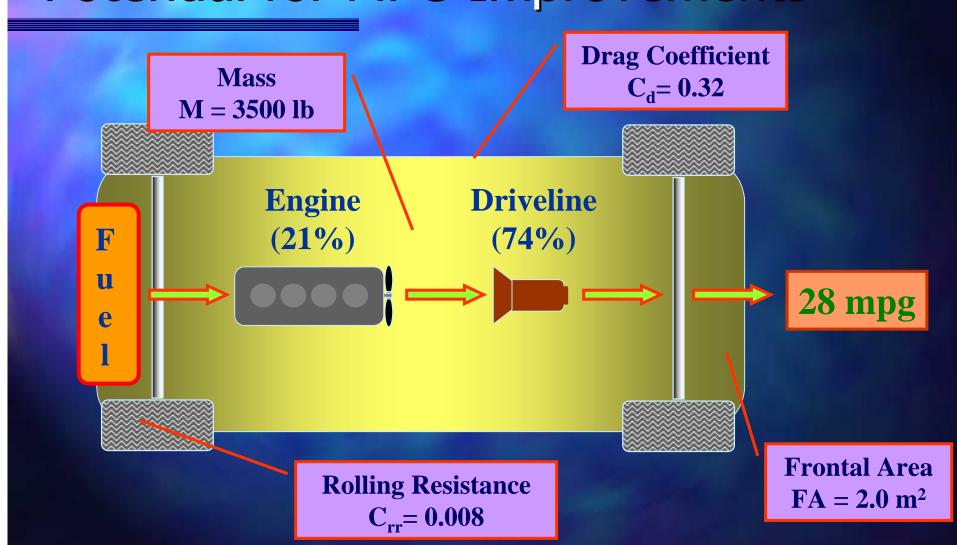


Four Answers to "What Can the Government Do?"



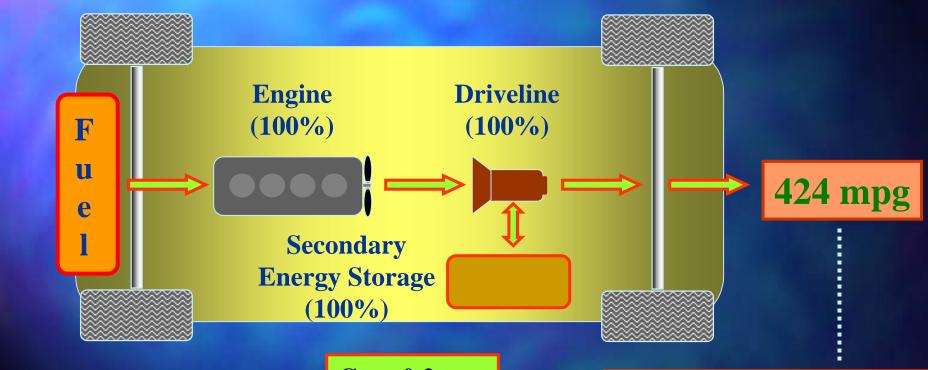
Example: Enormous Potential for MPG Improvements

Technology



Theoretical Hybrids Provide MPG Benchmarks





 $C_d = 0.2$

 $FA = 2.0 \text{ m}^2$

 $C_{rr} = 0.006$

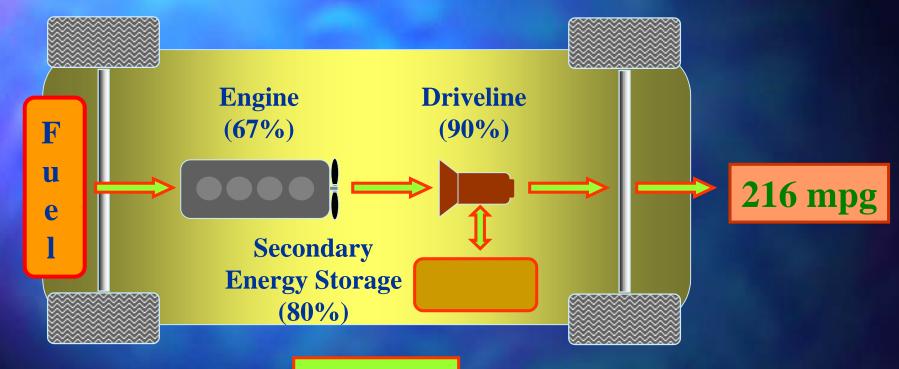
 $\mathbf{M} = 3500 \, \mathbf{lb}$

With high efficiency (33%)

engine: 140 mpg

Without regenerative

braking: 70 mpg



 $C_d = 0.2$

 $FA = 2.0 \text{ m}^2$

 $C_{rr} = 0.006$

 $\mathbf{M} = 3500 \, \mathbf{lb}$

Technology RD&D for the Clean & Efficient Future Car



- Mechanism: Government provides appropriate budget for technology innovation & demonstration
- Rationale: Apply when market forces or regulatory requirements are lacking
- Prototype example: Partnership for a New Generation of Vehicles

Legislation/Regulation for the Clean & Efficient Future Car

Legislation & Regulation CFR

- Mechanism: Legislated emission and fuel economy standards
- Rationale: Achieve environmental objectives when market forces are absent; create level playing field
- Prototype Examples: Tier II Standards; Corporate Average Fuel Economy (CAFE)

Market Incentives for the Clean & Efficient Future Car



- Mechanism: vehicle tax credit
 - Most Direct: performance standard
 - Alternative: design standard that doesn't pick winners/losers
- Rationale: launch assist overcomes capital investment barrier & initial low volumes
- Prototype Example: President's Advanced Vehicle Tax Credit

Market Development for the Clean & Efficient Future Car

Mechanism: voluntary commitments to purchase clean & efficient vehicles

Market

- Rationale: lead by example; demonstrate technologies in the marketplace
- Prototype Example: Voluntary Fleet Purchase Program